Faxed on 4/27/00

OMB No. 04-R-4028

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)
April 2000

DATE
April 27, 2000

All railroads subject to Regulations of the Federal Railroad Administration shall submit a false proceed signal report, original only, to the Federal Railroad Administration within five days after a false proceed occurs. If no false proceed occurs during any calendar month, a report showing "No Failures" must be filed within ten days after the end of the month.

Copies of this form will be furnished upon request to the Department of Transportation, Federal Railroad Administration, Office of Safety, Washington, D.C. 20590

REPORTING CARRIER (railroad & region or division)

I&M Rail Link
1910 E Kimberly Rd.
Davenport IA 52807

MAIL TO:

Federal Railroad Administration
111 North Canal Street
Chicago IL 60606

REPORTING OFFICER (signature/title)

Chief Engineer

A failure should not be counted more than one time in items 1, 2, 3, and 4; the failure should be classified under the basic system or appliance of which it forms an essential part. E.g.: assume grounds cause a block signal to indicate a false proceed causing corresponding indications of a cab signal system on each train approaching this point, such failures should be included in item 1, Block Systems.

A false proceed failure is a failure of a system, device or appliance to indicate or function as intended which results in less restriction than intended.

The following abbreviations may be used in the report.

A—Automatic
AB—Automatic block
ACS—Automatic cab signal
APB—Absolute permissive block
ATC—Automatic train control
ATS—Automatic train stop
CL—Color light
CPL—Color position light
E—Electric
EM—Electromechanical
EP—Electropneumatic
FP—False proceed
MB—Manual block
M—Mechanical
P—Pneumatic
PL—Position light
SA—Semiautomatic
TC—Traffic control

TYPE OF SYSTEM	DATE	LOCOMOTIVE NUMBER	DEVICE THAT FAILED	LOCATION (city and state)
1 BLOCK SYSTEMS ☐ AB ☒ APB ☐ TC	4/14/00	IMRL 355	stick circuit	Kittredge, IL
2 INTERLOCKING ☐ AUTOMATIC ☐ REMOTE ☐ MANUAL				
3 AUTOMATIC SYSTEMS ☐ ATS ☐ ATC ☐ ACS				
4 OTHER (specify)				

NATURE AND CAUSE OF FAILURE; CORRECTIVE ACTION TAKEN

On April 14, 2000, Engineer on Train M264D14 reported the Eastbound signal at East Kittredge as displaying an approach aspect with Westbound Train ICHLB14 occupying the same block East of Kittredge. The proper aspect for the Eastbound signal at East Kittredge at this time was red.

Signal Department personnel were notified and immediately investigated this incident. Signal Department duplicated this incident and found stick relays energized at MP 114.8. This condition prevented the opposing Eastbound Signals to tumble back to Kittredge when Train ICHLB14 passed Adeline.

Signal personnel released the stick circuits and performed the appropriate tests. Subsequent to tests, signal system was returned to operation at 22:52 hours on April 14, 2000.

(If more space is required, continue on reverse)

FORM FRA F 6180-14 (6-72)